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then he may be sure he has a pretty serious indictment against the author.

So with "The Fruit of the Tree:" there is too much plot—the author planned too generously, and tried to put more into the book than the characters and the situation justified, and all of the story that is worth while could have been put into any one of the three segments into which the book divides itself. It is a story of what factory life is, and as a result the factory with all its accessories becomes merely a background, and rather a vague background at that, for the study of a few social conditions among the well-to-do.

Considering what the novel is, the author might have stopped at Amherst's marriage and it would have been a pretty little romance; since the author was more ambitious, she might at least have stopped at the death of his wife; but still to go on and on, until he married again, and then to introduce an entirely new theme and centre of interest, is, to say the least, poor story writing. The reader has one resource, however, and that is to skip pages and pages at a time—granting, of course, that one must read the book—and there is little danger of missing anything worth while in so doing, for the analyses of character are all pretty obvious, and there are no deep notes struck at any time.

On reading the novel the question presented itself several times, "What is it all about?"—that is, was it a problem novel, a novel for the study of social questions, or was it merely intended to be an interesting story to pass away the time?—for it was useless to ask whether it was of any higher type. It has a problem in it, but the problem is not even fairly stated, much less faced.

E. H. S.

CONTEMPORARY PROBLEMS

THE WORKING OF THE RAILROADS. By Logan G. McPherson. New York: Henry Holt & Company.

This is a very valuable book. Mr. McPherson was for many years actively engaged in the details of the transportation problem in the employ of the railroads, and is now a lecturer in

Johns Hopkins University. Naturally there is a sort of sympathetic touch to be found in the book from old association; but it is fair, and of great worth to the few who can read it. It is full of technical information and many minute details which certainly do not make interesting reading, and yet no other book furnishes quite the same information. To the student who is investigating the difficulties of the transportation problem; to the congressman or legislator who has to vote on it; to the ambitious writer who wants to talk in print about it, this book should be worth much.

ORTHODOX SOCIALISM. By James Edward Le Rossignol Ph.D. New York: T. Y. Crowell & Company.

The mere title of this book should be very inviting and gratifying to many earnest inquirers, for it gives promise of solution of a vexed and troubled question as to what is Socialism. Ask a score of scholars to define it for you and you would hardly find the definitions concur altogether. This book practically identifies all socialism worth the name in any scientific sense with the teachings of Karl Marx. Then taking up the fundamental propositions of Marx one by one, the book is the brief of a critic (and in a measure an advocate, as it were, on the other side) attacking the scientific basis of each proposition. It is a strong brief, too, but with excellent criticism we get little that is affirmative. The most striking point made by the author is that Socialism as expounded by its adherents, one and all, is a faith rather than a science—that is a religion to them. Without accepting that literally, it may be well said that Socialism belongs to the domain of ethics rather than economics. All of it that will accomplish good must do its work in economics through ethics. No science (or art) of either economics or politics, is, or can be, either good or beautiful or valuable or true, which is not based on ethics—(meaning the ethics which has not yet *amputated* conscience).

A. T. M.